

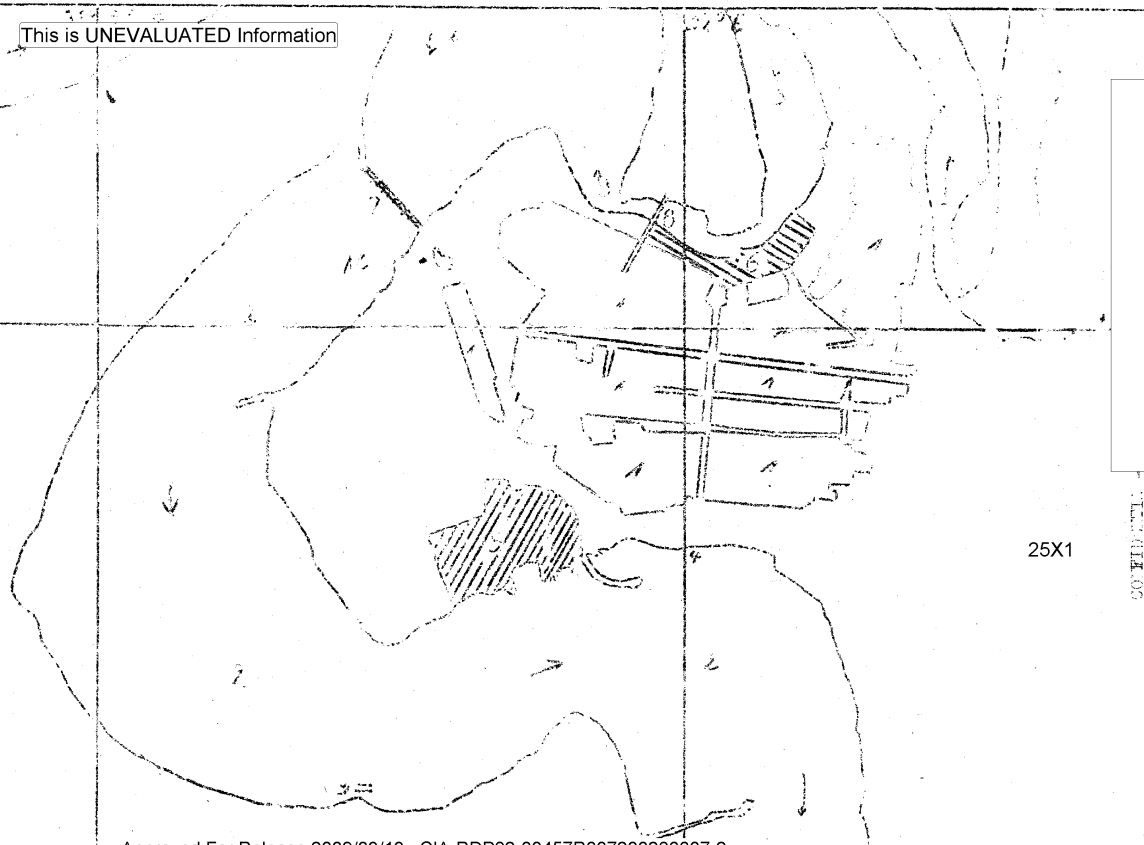
Location of Shipyards at Nikolayev (Sketch I)

This is UNEVALUATED Information

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25 YEAR RE-REVIEW



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Location of Shipyards at Nikolayev

Legend:

1. Residential districts of Nikolayev.
2. Bug River.
3. Ingul River.
4. Commercial Harbor of Nikolayev.
5. Southern Shipyard.
6. Northern Shipyard.
7. Bridge across the Bug River (floating bridge)) ac. fitted with movable
8. Bridge across the Ingul River (wooden bridge) middle section
9. Floating dock of Southern Yard (scuttled during the war and then taken to the shipyard, where it was almost completely repaired by May 1945).
10. Berths for light war vessels, such as PT boats and motor boats; also for submarines which were built in the Northern Yard and accepted but not commissioned for lack of crews.

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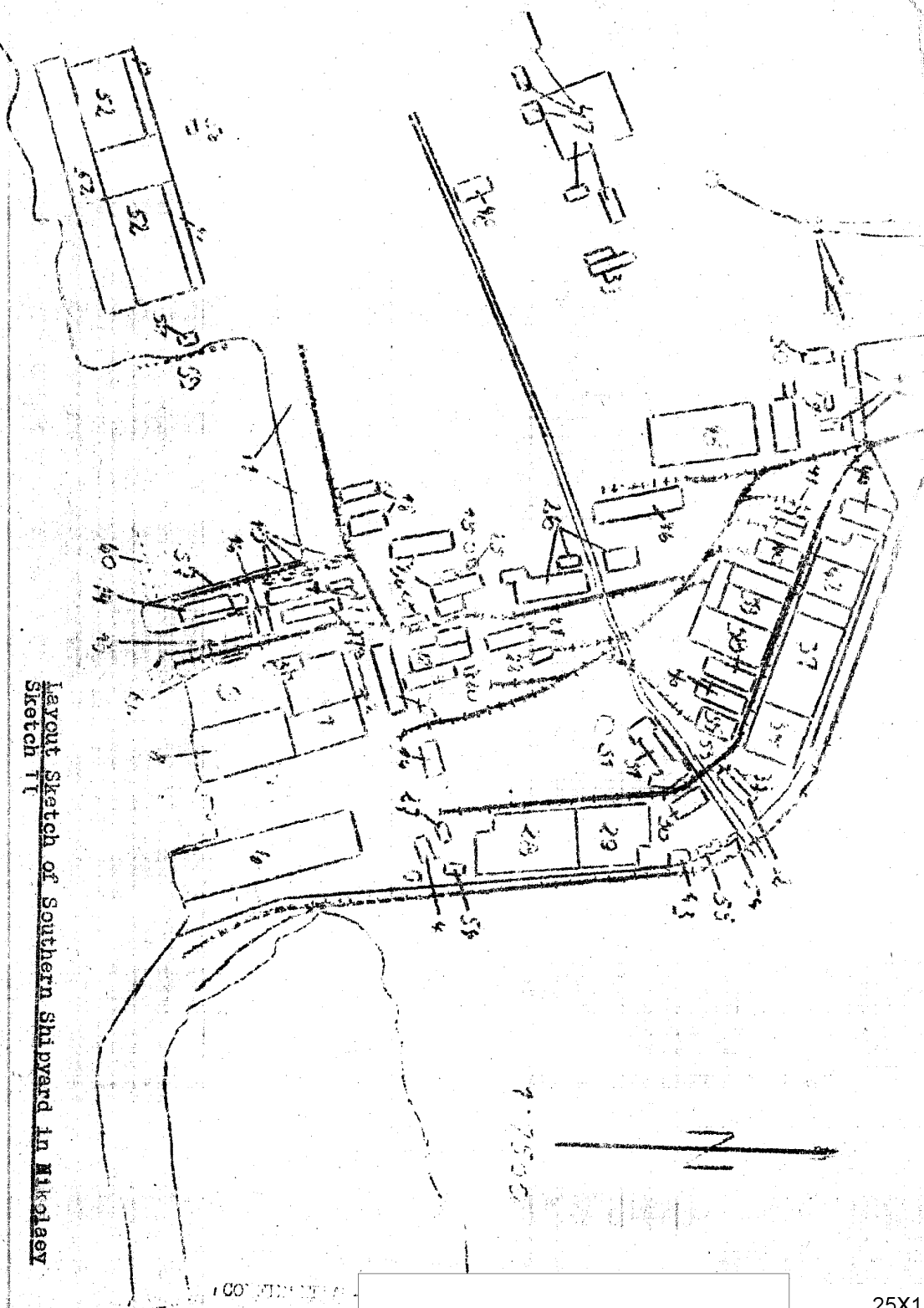
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Layout Sketch of Southern Shipyard in Nikolayev
Sketch 11



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Layout Sketch of Southern Shipyard in Nikolayev

Legend:

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1. Shipbuilding shed (probably contains the squaring and marking floor and shaping machines).
 - 2.x Shipbuilding workshop (with shaping machines).
 3. Shipbuilding forge.
 4. No. I drawing loft.
 5. No. II drawing loft.
 - 6.x Building slip for largest types of ships. Soviet designation: Slip 0. Adequate for ships up to about 250 meters long and 10 meters wide. (On this slipway German troops found a 35,000-ton battleship under construction after they had occupied Nikolayev; the ship was 60 to 70 percent ready for launching and was seriously damaged by fire. On leaving Nikolayev, the Germans further damaged the ship so that the Soviets scrapped it after they had recaptured the town. Thus the slipway was free in mid-1919.)
 - 7.x Slipway for cruisers. Soviet designation: Slipway 1. This building slip is allegedly being converted for building large ships. (See item 1).
 - 8.x Roofed slip (dating as far back as time of the Czar, condition and degree of serviceability unknown). For ships up to about 110 meters in length.
- Note: A large voiding surface has recently been built north of items 6 and 7 (a concreted, sheet-iron covered surface).
9. Slipway for vessels up to about 100 meters in length.
 10. Building yard for small boats (type Kaluzka - Little Duck). The boats are not launched but are presumably placed in the water by means of cranes.
 11. Transverse slips for submarines and destroyers.
 12. Painter's shop.
 - 13.x Stationary 30-ton three-legged hoist (sheerleg).
 - 14.x Storage-battery installation. (This statement is most probably a mistake since it seems rather absurd to erect such a plant in the middle of the fitting-out quay area). It is probably a locksmith's shop or similar workshop permanently required for fitting-out operations.
 15. Water tower.

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- 15.x Ship erecting plant.
- 17.x Ship erecting plant.
- 17.a.x Ship erecting plant.
- 18. Electrical workshop of the AIT (trust).
- 19. Office building.
- 20. Compressed-air plant (Compressor plant).
- 21. Copper smithy and pipe cutter's shop.
- 22.x Locomotive shed.
- 23. Galvanizing shop.
- 24. Carpenter's shop.
- 25. Wood drying plant.
- 26.x Pattern making shop.
- 27. Navy office (probably Naval Supervision Board).
- 28. Boiler shop.
- 29. Secret Section (meaning not clear).
- 30. Main administration.
- 31.x Technical offices.
- 32.x Boiler house (Heating plant).
- 33. Laboratory.
- 34. Smithy (for engine building).
- 35. Pressing forge.
- 36. Electrical assembly shop.
- 37. Old mechanical workshop.
- 38. New mechanical workshop.
- 39. Diesel erecting shop.
- 40. Tool making shop.
- 41. Propeller shop.
- 42.x Bronze and grey casting shop.
- 43.x Garage.
- 44.x Mechanical workshop (for large work pieces).
- 45. Turbine building shop with balancing section.
- 46.x Iron store house (main depot).

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47.x Steel foundry (open-hearth plant, a rolling mill is also said to be there).

Note: A yard-owned power plant is also said to be located in the vicinity.

48. Mess hall.

49. Personnel section.

50. First-aid station.

51. Oil tanks.

52.x Artillery battalion barracks under construction (1941). Completed during the period of observation and afterwards designated as Workshop for Submarines. PWs, who were employed in this workshop or nearby, observed: Turning and marking the pressure-hull frames, manufacturing spherical bulkheads and pressure-hull plates. The machine tools were characterized as typical of submarine construction; Plate cutting machines, bending rollers, hydraulic presses and other types of presses. Overhead traveling cranes, lifting power 15 tons (in western hall 3, eastern hall 4). The two parts marked a, which are on the north end of the two annexed wings, are office rooms. Toward the close of the period of observation, the building was subdivided by inserting a wall which also extended toward the outside. The isolated portion was closely guarded. One of the observers believes he saw parts of gun turrets in the hall.

53. Coal dump.

53.a New coal dump.

Note: An old coal dump, which was in the southern section of the yard area, probably not far from item 52, was to be removed after a new coal dump was installed near the site of item 53a in March 1949. It was comprised of two coal piles, 300 x 15 meters each, which are subdivided into 6 to 8 fields. They are connected by a railroad track running on a ramp, 2 meters high. Another track branches off from this track. The track is about 350 meters long. Compared with this main coal dump other dumps intended for local use are of no particular importance.

54. Watchman (gatekeeper).

55. Works Council.

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56.x Transformer station.

57.x Fitting out quay with traveling gantry crane.

58.x Small designing office (was used for reconstruction designs for the shipyard and also certain other objects outside the shipyard field).

59. New fitting-out quay under construction.

60. Small spit; seems to have been removed after the war.

61.x West or northwest of item 52 are various workshops of unknown size and pinpoint location. During the period of observation these workshops were used for work in connection with the reconstruction of the shipyard. They include the following installations: "Mechanical workshop" (equipped with plate working machines and profiling machines, a forge and an electrical welding shop for Kjellberg welding). In the "mechanical shop" pillars for the

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extension work of the slip, item 7, were manufactured. They were probably pillars and supports for the scaffolds on which the workers are standing while working on the ship's hull.

62. x Floating dock. Had been blasted and scuttled in 1944 when the Germans withdrew, or even earlier when the Soviets retreated; it was raised and moved to the yard in 1945. There the damaged lateral caissons were replaced. The repair work was nearing completion toward the close of the period of observation.

There is good reason to believe that the most important buildings and installations have been recreated on their original foundations or at least on their former sites.

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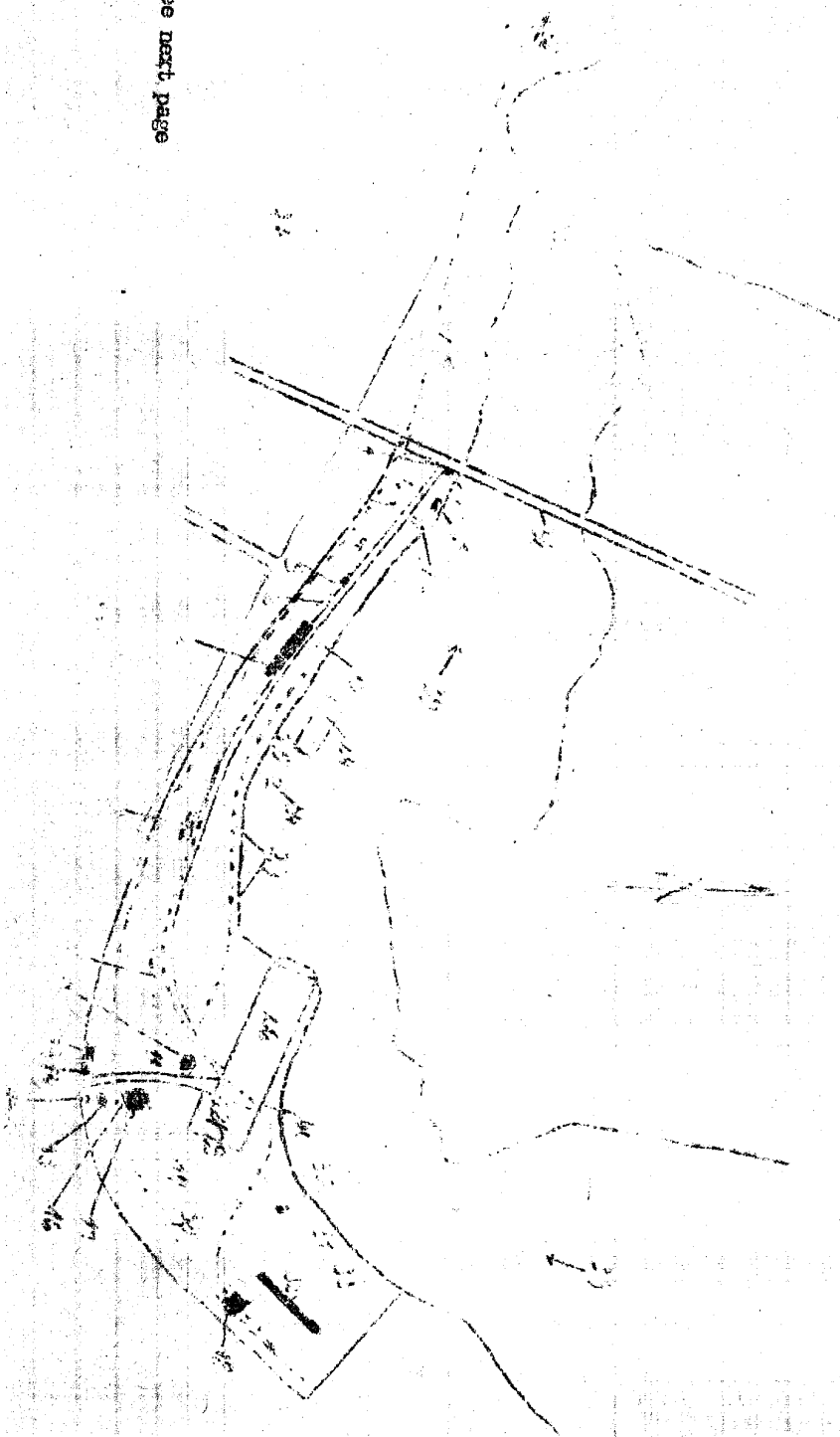
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For legend see next page

Layout Sketch of Northern Shipyard in Nikol'sk
Sketch II.



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Layout Sketch of Northern Shipyard in Nikolayev

Preliminary remarks: The sketch was drafted on the basis of sea-chart D 1116, Plan B. The course of the bank and railroad line were drawn on a scale of 1:10,000. The positions of the workshops and the installations, with but a few exceptions, could be ascertained only approximately, since the various sketches made by PWs seldom furnish reliable data for an accurate location of installations. The following list is therefore chiefly an enumeration of the existing installations. The measurements are estimated by the individual PWs and are therefore transmitted with scepticism.

A. Buildings, Installations, etc., on the Landward Side of the Shipyard Road.

1. Watchman's lodge (permanently guarded by male or female sentries armed with carbines.)
2. Storage yard, about 60 meters long.
3. Timber house for the small hauling-up slip (item 22) on the other side of the road; 12 x 10 x 9 meters, four-story brick building. The ground floor houses capstans operated by hand. Office rooms are in the upper stories.
4. Light-busy depot, about 40 x 10 x 12 meters.
5. Copper smithy, and pipe cutter's shop, 20 x 12 x 3 meters, brick building, completed in 1946 (length seems to be underestimated).
6. Destroyed building.
7. "Workshop 1", mechanical workshop, 30 x 18 x 6 meters, two-story lime-stone structure, cement-slab roofed, one fourth of the building has four stories and is 10 meters high. Completed in 1946, the shop is equipped with numerous cutting tools and a 2-ton ceiling crane resting on cantilever trusses. The machine tools are electrically driven (single drive), most of them were dismantled in the Soviet Zone of Germany. During the period of observation only small pieces were manufactured. On the second floor are the kitchen and the mess hall for the workers employed in the workshop, on the third floor are offices.
8. Carpenter and paint shop with paint stores. Brick building, 30 x 13 meters.
9. A destroyed building about 30 meters long.
10. Office building, three-story brick structure, 12 x 10 x 9 meters with a tool hatch on the ground floor.
11. Many machine tools and wood working machines from the Soviet Zone of Germany and Austria were deteriorating between item 10 and the railroad line.
12. Sawmill, 20 x 8 x 4 meters, equipped with an electrically driven gate saw.
13. Carpenter shop, 12 x 3 x 4 meters. Windows and doors for the reconstruction of the yard were made there.
14. Kitchen 3 x 3 x 4 meters.
- 14a. Watchman's lodge.
15. Workshop, 15 x 10 x 9 meters, a three-story brick building, purpose unknown.

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roof. For cutting and welding operations on large workpieces it is equipped with appropriate machine tools. Ceiling traveling crane. (Turnery for large engine parts?). A transformer house, 4 x 3 meters is attached to this workshop.

17. Workshop same as item 16 and annexed to it; 15 x 10 x 3 meters, 3 stories. On the ground floor, a tinsmith and locksmith's shop; electrical workshops are in the upper stories.
18. Engine house, brick building, 15 meters long - at forward part 10 meters, at rear 15 meters wide; two tracks; maintenance facilities available.
19. A large workshop is being constructed in the eastern section of the shipyard area, size about 150 x 40 meters; the foundation was laid in May 1962. Approximate location NE of items 28/29; purpose unknown.

D. Buildings and Installations on Waterside of Shipyard Road.

20. Checking station, permanently manned by 3 to 6 armed civilians. Here PWs were checked and searched and the identification cards of the civilian workers checked.
21. Rape dump, a wooden shed, 15 x 6 x 3 meters.
22. Longitudinal hauling-up slip for minor vessels. Hauling-up cradle about 15 meters long.
23. Aggregation station. Meaning unknown, perhaps a power station.
24. Floating dock, allegedly 30 x 20 meters, but probably longer, since a destroyer was observed docking there.
25. Fitting-out wharf. A wooden landing wharf with iron mooring posts in concrete foundations.
26. Building slip with scaffold. Two parallel slips. Dimensions: maximum length about 130 meters, maximum width about 30 meters. The slipway scaffolds and the slip cranes were raised, allegedly by 8 to 9 meters, during the time of observation. For this operation the pillars were under-propped and cut off, and extension pieces were inserted. Six 2-ton cranes run on the scaffold. Formerly, the ceiling cranes of the shipbuilding shed could move from the shed direct over and along the slipway, after the scaffold of the slip has been elevated the load must be transferred at the root of the scaffold. The slipway itself is sunk; this means that the waterside ends of the slipway are so deep under water that they need not be lengthened too far beyond this point for assuring safe launching operations. The underwater part of the slipway is protected by guard dams arranged on the waterside; the building slip proper is closed by a floating gate on which there is a pump installation for draining the slipway and also flooding and draining the ballast cell of the gate. The slidings were renewed in the course of the reconstruction work.
27. Transverse slips for construction of submarines. They border on the building slip, item 26, to the west and are spacious enough to make possible the construction of four submarines at a time. In this case two submarines are side-by-side on the stocks.
- 28/29. Shipbuilding shop. A building of slag-concrete tiles with a concrete slab roof. It has not been definitely stated whether there are one or two shipbuilding shops. One of the shops is located so high on the slope that the connection with the slipway by the works railway and works road can go through a tunnel (item 20). This high location originally permitted the workshop cranes to pass through to the slipway (item 26). In 1933 the shed had become insufficient; possibly the part of the hall which, according to various

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reports, was located nearby, but an extension failed in 1953, and was not reerected on its old foundations. It may also be a new building which, in connection with the reconstruction of the shipyard, is the realization of plans dating from the period before 1941. If the already planned production capacities are to be reached, shipbuilding shops comprising a total area of about 100 x 75 meters will be required.

30. Fuel-oil station.
31. Slag-stone and brick-making plant (manual operation).
32. Mechanical shop, brick building (allegedly a converted and heightened stable) for turning and boring operations.
33. Materials dump.
34. 50-ton floating crane.
35. Forge (location not ascertainable).
36. Wooden bridge with movable middle section (does not belong to yard).
37. Residential district of Nikolayev.
38. Yard's railway (broad gauge track) to Nikolayev Station.
39. Ingal River.
40. Yard road with yard railroad track connecting building ship and shipbuilding shop by passage through a tunnel.

The following workshops whose existence cannot be proved in each case could not be located:

Boiler house.
Grinding plant.
Foundry.
Laying-down floor (probably above shipbuilding shop).
Laying-down buildings (scattered all over the premises of the yard, also south of the shipyard road).

Aside from the floating crane (item 34) there are said to exist Soviet-type cranes running on rails (capacity unknown) and four 5-ton motor cranes of US origin. Workshops and a power station were allegedly erected on the northern bank of the Ingal River and are connected with the southern bank by a bridge. The bridge seems to be located near the site of item 40. (This requires confirmation).

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